

1997

# Independent Republic Quarterly, 1997, Vol. 31, No. 3

Horry County Historical Society

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# The Independent Republic Quarterly

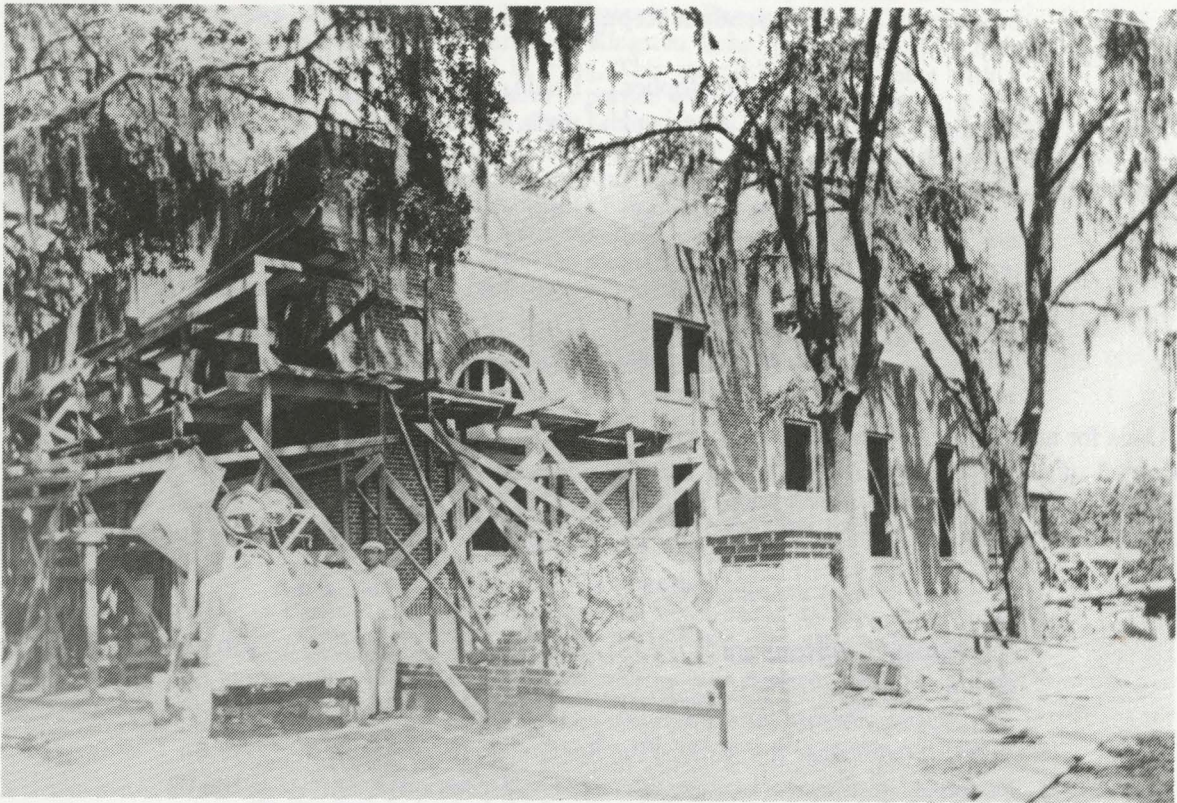
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A Journal devoted to encouraging the study of the history of Horry County, S.C., to preserving information and to publishing research, documents, and pictures related to it.

**VOL. 31**

**Summer, 1997**

**No. 3**



The Conway Post Office, now the Horry County Museum,  
under construction, 1934.

Published Quarterly By  
**The Horry County Historical Society**  
P. O. Box 2025  
Conway, S. C. 29528



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March 10, 1997	January 13, 1997
June 10, 1997	April 26, 1997 (Tour)
September 8, 1997	July 14, 1997
December 8, 1997	October 13, 1997

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P. O. Box 2025  
Conway, SC 29528

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Back issues of the IRQ, if available, can be purchased from the HCHS for \$5.00 each. If they are to be mailed, please include an additional \$2.00 per issue for postage and handling

Submissions to *The Independent Republic Quarterly* from members and friends are very welcome. Send them to the society at the address shown above.

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### HORRY COUNTY HISTORICAL SOCIETY AWARDS

**Ernest Edward Richardson Memorial Award**—The Board of Directors of the Horry County Historical Society established the Ernest Edward Richardson Memorial Award on March 10, 1975, to recognize exceptional uncompensated services to the Society. It is given whenever the Board of Directors determines there is a worthy candidate.

**Horry County Historical Society Preservation Award.**—J. Ernest E. Harper bequeathed a share of his estate to the Society for the purpose of encouraging historic preservation. The Preservation Award is intended to recognize significant contributions of individuals, groups, or organizations to the preservation of the history and heritage of Horry County.

**C. B. Berry Award.**—This award is named for the first president of the Society who has also contributed many outstanding articles to the *Independent Republic Quarterly*. The Board of Directors established this award to encourage new writers/contributors. It may be given to the contributor of the best article each year. No one who has published an article in the last three years is eligible.

**Patrons and Sponsors Award.**—Each year we have members who contribute at the patron and sponsor level of membership. This award is named in honor of them and is given to the contributor of the best article in IRQ during the year.

**Catherine H. Lewis Award for Original Research in the history of Horry County.**—The Board of Directors established this award in 1997 to recognize people who contribute original research to the body of information about the history of the county.

Nominations for any of these awards may be made to the Society's Board of Directors or mailed to P. O. Box 2025, Conway, SC 29528.



## Queries

Ken O. McCracken, 3119 Land Grant Drive, Timmonsville, SC 29161: If anyone is willing to do genealogical research for a fee, please contact me. Tel. (803)-665-4779 (home), or 661-4730 (office, SCDOT)

Alvah E. Causey, 1129 Woodlawn Drive, Corpus Christi, TX 78412, Tel.: 512-991-1345 (call collect with information). I would like information on Ruben and Sylvester JOLLY. I know they were born in North Carolina, but lived in Floyds Township, SC. I would especially like to know who Ruben's mother and father were.

Julian R. Harper, 10030 East Dewey Robbins Road, Howey-in-the-Hills, FL 34737, phone/fax 1-352-324-2213, office fax 1-407-656-8504, email PopMom7957@AOL.com: Does anyone know the whereabouts of the minutes or records of the Horry County Confederate Soldiers Association. I would also like to know the burial places of Asa Garden "A.G." CAUSEY (d. 28 Feb, 1900), Frances "Fannie" Martin CAUSEY (d. c1882) and Emiley Beaty CAUSEY (d. 16 February 1923).

Marci-Jo Mishoe, 4327 Helene Drive, Charleston, SC 29418, Tel. 803-552-0405 home, or 803-572-5000 office, email MarcijoM@AOL.com: Where is the MISHOE cemetery in which Susanah MISHOE (d. 20 Mar 1917), Campbell M. Mishoe (d. 18 May 1919), Olvania Cornelius MISHOE (d. 31 Oct, 1921) and George H. MISHOE (d. 2 Jan 1923) are buried? These people lived in the Allsbrook area.

Mary Ellen Wexler, 5798 merlau Road, South Wales, NY 14139, Fax 716-665-2619, email: mewexler@buffnet.net: Does anyone know where the large contingent of Horry County Edge Families originated? Also, the religion of those in the late 1700s. Any information on Jesse (L.?) Edge, b. c 1807, particularly his parents and siblings? Census lists his birthplace as GA and his parents as SC. 1830 census shows him in Barbour Co., Al. Fathered nine children in Al, buried in Crestview, Fl. Possible first marriage Aplin. Second; Eliza (Cadenhead?) Jesse is listed as farmer, weaver.

Kim Randall, HQ USAE-RSGS Box # 3536, APO, AE 09705. I am currently seeking any information in regards to slaves of Conway, SC. More specifically those belonging to Samuel N. Anderson of Allen, located close to Homewood, and William Bellamy. I have been working on the genealogy of my family for five years, please help.

### **South Carolina Genealogical Society**

The Columbia Chapter of the South Carolina Genealogical Society is sponsoring a new heritage program, Founding Families of the State of South Carolina, in celebration of the two hundred and tenth birthday of South Carolina. Persons directly descended from an ancestor who was living in South Carolina when the state was admitted into the United States on May 23, 1788, or before, are eligible for membership in this permanent remembrance of their family history. Contact Frances S. Osburn, Project Director, Founding Families of the State of South Carolina, Columbia Chapter South Carolina Genealogical Society, Post Office Box 11353, Columbia, South Carolina, 29211-1353.



## Ketchuptown: 1927 - 1994

### The Place To Catch Up On The News

By Susan Buffkin

During the 1920s, farmers in the community about 10 miles north of Aynor would say to one another, "Lets go catch up on the news." Every Saturday afternoon would find them at Herbert "Hub" Small's little country store at the intersection of Highways 99 and 23. Highway 99 led East to Loris and Southwest to Galivants Ferry. Cool Spring was about 10 miles away on Highway 23.

The intersection was first in the shape of a "T" with Highway 23 ending at 99. In the 1920s, Small asked a friend, Ruth Floyd Gerrald, to sign up to give land from a right of way to extend Highway 23 to Highway 917, the road that leads to Sandy Bluff and Mullins. In 1927, after the extension of Highway 23, Hub Small purchased an acre of land on the Northwest corner of the crossroads from Lewis Gerrald for \$100. He built a house and small store where he sold clothes, food, ice and hardware. The ice man came from Mullins several times a week to restock the ice that was sold to customers. A separate building provided storage for the ice. Ira Quincy and Nina Floyd Gerrald (Daughter of Willie Floyd), lived in the South East corner of the intersection when Herbert and Blanch moved their family to the area in September of 1927. The house the Gerralds lived in still stands in it's original location.

Talbert Johnson, Genarie Gerrald and Mildred Nunamaker were some of the names that Hub hired to operate the store while he was away.

Hub Small and his young family lived with his father, Guilford "Gilf" Small and mother, Jacaann Willoughby Small in the first few years of his marriage before operating a store in the Pleasant View area. They lived a short distance to the north of what is now highway 23 about half way between Ketchuptown and the intersection of Highways 23 and 917.

No roads were paved in those days. A wooden bridge provided access across Lake Swamp. The area was referred to as "Over the Swamp," depending on which side of the swamp you were on. Travel was by horse and buggy or wagon. Electricity was introduced in 1938 and the roads were paved around 1949-1950.





The old house as photographed on December 24, 1989.



The old store.



When Hub started his business at the crossroads, farmers began arriving on Saturday to trade at the store and talk with friends from other sections of the community. Oak trees across the road from the store provided a place to hitch the mules and horses. Many people could not afford the weekly paper from Mullins or Conway and others did not know how to read, so news was hard to come by. The Southeast corner of the intersection served as a political Stump meeting place for a couple of years.

Hub and Blanche Stroud Small had four children: Ruth Marie, Dewey Chalmer, Mable Lynn and Cecile Christine. Ruth was 10 years old when her father built the house and store in 1927. Her job was to care for her baby sister, Cecile, so their mother could wait on customers while their father was away selling Raleigh products. He carried and sold flavoring, pie filling, medicines and liniments, etc. in his car, selling them house to house. Hub traveled over a good portion of Horry and Marion Counties. In the Summer, it was convenient for Blanche to iron clothes on the front porch with a gas iron (no electricity was available at that time) and when she saw a customer coming, she would just step over to the store. A school house, which was in the location where Mt. Pisgah Baptist Church now stands, provided primary education for the Small kids and others. Mildred Nunamaker of West Columbia, SC, a teacher at the local school, was a boarder in the Small home. She worked in the store during the summer.

Many farmers bought on credit and the debt was settled in the fall when the crops were sold.

Around 1930, Hub began working for the News and Courier. He was the first person to deliver the paper in his area, and it was only delivered on Sunday. He often carried Ruth and some of her girl friends with him on his route.

As the children grew older, each took turns working in the store. While Ruth Worked, She always had a pencil and paper in her hand. She liked to sketch a pretty "K" and would often write the word "Ketchuptown." As time passed, the spelling just seemed to conform.

Through the years, Hub took advantage of the opportunity to buy available farms. When his father died and the children inherited the land, he bought out his brother's part of the farm. He purchased land on each side of the store and several hundred acres from his uncle nearby on Highway 917. Hub added to his little store twice. During World War II he had a lucrative business selling pork, lard and homemade sausage from pigs he raised on his farm.



A rail road ran from Mullins, over the Little Pee Dee River between Ketchuptown and Lake Swamp and ended somewhere in the Eastern part of Horry County. Abundant timber in the area was hauled away on rail to a giant Schoolfield lumber mill in Mullins. The logging business brought many newcomers to the area from Sweden, Finland including the Andersens, Becks, Lehtos and Lynns. Square dancing was a popular recreational activity for the loggers and the Swedes and Finns were often guests in the Small home on square dance evenings. Fiddle music was at times provided by Brice Shelley and Marshall Grainger. The "Charleston" was popular and was performed by some of the Small family and others.

Herbert Small died in 1949 at the age of 55. Blanche ran the store for a while and then rented the building to her son Chalmer, J. C. Willoughby and others. As roads improved and people began to travel to Mullins, Conway and Loris, the business declined. The store has had names such as "Korn Krib Collectibles", "Ketchuptown Videos," but is not presently being used; however, this does not imply that there is no Ketchuptown. If you look on an Horry County map at the intersection of Highways 99 and 23, you will find the name "Ketchuptown".

Ruth married Clifton Ham and brought up her family in the same house that her parents lived in. The children are Joan Carolyn, Billie Lou, Jacquelyn Marie, Phillip Russell, Susan Blanch and Claudia Gayle. All of the children live near Ketchuptown and all have families of their own.

Clifton Ham died on the same day of the year, October 25, that Hub died, 18 years later at the same age of 55.

Ruth lives with Susan, her daughter and the daughter's family in the original house in the original location.

Some of the other residents in the area over time: Samuel Bertie Small, who lived right across the street from Hub and Blanch, now occupied by Mary Johnson, widow of Ralph Johnson; Corene Mincey; Paul Johnson; Helen Johnson; Carroll Owens; Alexander Owens; "Bud" Williams, "Bill" (Lady) Floyd; Phillip Ham; Carroll Collins; James Johnston; Danny and Vanessa Graham Cannon; Dayton and Ann Graham; Don and Frances Strickland.

After Ira Quincy died, Nina married Morgan Martin and a good portion of the land from Quincie's estate was purchased by Morgan's son, Lonnie. After Morgan died, Nina married a Hardee.



## Postmasters of Conway from 1807 to 1993

List of postmasters Contributed by Mrs. Wynness Thomas  
Introduced by Christopher C. Boyle

In 1639, Massachusetts established the first postal service in North America. Between 1707 and 1775, the British General Post Office in London controlled all American postal services. In 1775 the Continental Congress created a postal service of its own, and appointed Benjamin Franklin to carry out the task of creating the first United States Postal Service. By 1789, when the United States Constitution authorized a national postal service, seventy five post offices sorted and delivered mail over 1875 miles of postal routes.

By 1807, Conwayboro, technically still part of All Saints Parish, was appointed a postmaster. Twenty two years later, under the administration of President Andrew Jackson, the appointment as United States Postmaster General became a position in the president's cabinet, the appointment carried the appeal of being part of the presidential cabinet until Richard Nixon's second term in 1971 when it became an independent agency within the executive department of the United States Government.

In 1847, the United States Postal Service introduced adhesive stamps and simplified postal operations by a considerable amount. The system of registering letters was first adopted in 1855, and street letter boxes began appearing in urban areas in 1858. The pony express began mail service between St. Joseph, Missouri and San Francisco, California in 1860, and in 1863, during the war between the states, the United States Postal Service offered free mail delivery. Also during the years of the great unpleasantness between northern and southern Americans, the United States instated the postal money order system.

Just before the turn of the century, in 1896, the first rural free delivery service was established, and the parcel post system came into operation sixteen years later. In 1918 the first airmail route was established between New York City and Washington, D.C. In 1963 the ZIP (Zoning Improvement Program) code system was introduced to simplify the procedure of mail delivery. Twenty years later, as the population of the nation and development of new areas grew, the Postal Service began using an expanded ZIP code with nine digits.

In Horry, the position of Postmaster remained the occupation of white males until 1891 when Theodore B. Gordon became the first African-American in Horry County to hold the post. Later, in 1928, Bernice H. Frierson became the first acting postmistress in Horry County.

The following is a complete list of names of all those who served as postmaster of Conway from 1807 to 1993.





The Conway Post Office under construction, 1934.  
The building is now used as the Horry County Museum.





### Conwayboro in All Saints Parish

NAME	TITLE	DATE OF FIRST FINANCIAL RETURN
Henry Durant	Postmaster	5/1/1807
Joshua S. Norman	Postmaster	7/1/1811
Henry Durant	Postmaster	9/10/1813

### Conwayboro in Horry District

NAME	TITLE	DATE APPOINTED
Thomas Fearwell	Postmaster	4/17/1821
Henry Durant	Postmaster	1/22/1825
Joshua S. Norman	Postmaster	12/19/1827
Lewis F. Sarvis	Postmaster	4/6/1860
Josias T. Sessions	Postmaster	1/6/1831
James Beaty	Postmaster	3/2/1835
Benjamin Benton	Postmaster	11/29/1838
Thomas S. Pickett	Postmaster	9/6/1841
George Fisk	Postmaster	1/10/1842
James Potter	Postmaster	5/4/1843
James H. Norman	Postmaster	4/12/1852
Sylvester B. Turnage	Postmaster	12/17/1853
John I. Woodward	Postmaster	3/25/1854
Thomas W. Beaty	Postmaster	12/29/1854
Joseph J. Richwood	Postmaster	1/24/1857
John Sanders	Postmaster	12/3/1866
Marcus Hoffman	Postmaster	8/26/1867
Miss Rachel Graham	Postmaster	3/11/1868
Edward L. Jones	Postmaster	2/17/1869
Edgar R. Beaty	Postmaster	1/27/1870
J. W. Norman	Postmaster	12/15/1871
Readmon T. Jollie	Postmaster	5/16/1873
Thomas W. Beatty	Postmaster	1/26/1874
Benjamin F. Nesmith	Postmaster	1/11/1875
E. Tally Lewis	Postmaster	9/15/1875
James H. Porter	Postmaster	1/7/1881



Conway

NAME	TITLE	DATE APPOINTED
James H. Porter	Postmaster	4/17/1882
Theodore B. Gordon	Postmaster	8/12/1891
William S. McCaskill, jr.	Postmaster	6/12/1894
William H. Howell	Postmaster	1/14/1897
Basil R. King	Postmaster	4/30/1898
Benjamin G. Collins	Postmaster	9/5/1900
Allen T. Collins	Postmaster	10/20/1908
Austin C. Thompson	Postmaster	11/29/1913
C. Ben Dusenbury	Acting Postmaster	3/4/1918
Power W. Bethea	Postmaster	5/25/1918
Albert H. Long	Acting Postmaster	4/1/1920
Charles R. Scarborough	Postmaster	8/5/1920
Mack C. Holmes	Postmaster	12/20/1921
Benjamin Taylor Frierson	Acting Postmaster	5/19/1924
Benjamin Taylor Frierson	Postmaster	12/13/1924
Bernice H. Frierson	Acting Postmaster	6/30/1928
Benjamin Taylor Frierson	Postmaster	1/8/1929
Allen T. Collins	Acting Postmaster	11/10/1930
Allen T. Collins	Postmaster	4/6/1931
Marion G. Andersen	Acting Postmaster	8/1/1933
Marion G. Andersen	Postmaster	3/8/1934
Harry G. Cushman	Acting Postmaster	3/31/1947
Harry G. Cushman	Postmaster	6/26/1948
Hoyt McMillan	Acting Postmaster	3/31/1961
Hoyt McMillan	Postmaster	9/4/1962
Rembert R. Lane	Officer-In-Charge	5/23/1974
Gene O. Sparks	Postmaster	5/24/1975
Deborah K. Ellison	Officer-In-Charge	5/23/1988
James Adams	Postmaster	8/13/1988
Robert B. Brown	Officer-In-Charge	1/27/1993
Loris L. Kohler	Officer-In-Charge	4/13/1993
Loris L. Kohler	Postmaster	5/29/1993



## Some early mail routes to and around Conway

from the files of the United States Postal Service

1. April 1, 1809, through March 31, 1811. From Wilmington by Conwayboro to Georgetown, S. C., once a week.
2. From Ports Ferry to Conwayboro, once a week.
3. January 1, 1811, through 31, 1812. From Ports Ferry to Conwayboro, once a week.
4. January 1, 1814, through October 31, 1816. From Barfields to Conwayboro, once a week.
5. From Ports Ferry, by China Grove, Georgetown and Tidewin, to Charleston, every day.
6. November 1, 1818, through December 31, 1818. Route 259. From Marion Court House by Galliant's Ferry (probably Gallivants Ferry) and Smithville, North Carolina, once in two weeks.
7. Route 255. From Godfrey's Ferry by China Grove, Georgetown and Tidewin, to Charleston every day.
8. January 1, 1819, through September 31, 1822. Route 189. From Marion Court House by Gaillant's Ferry, Conwayboro, Brunswick Court House and Smithfield, North Carolina to Wilmington, once in two weeks.
9. From Godfrey's Ferry, by China Grove, to Georgetown, every day.
10. January 1, 1823 through December 31, 1826. Route 246. From Marion Court House by Gaillant's Ferry, Conwayboro, Waccamaw River Ferry, Waccamaw Lake Ferry, Brunswick Court House, and Smithville, North Carolina to Wilmington, once in two weeks.
11. Route 249. From Georgetown, by Charing Cross Ferry, Yahany Ferry (probably Yauhannah Ferry), and Bull C. Ferry, to Conwayboro, once in two weeks.
12. Route 240. From Georgetown, by Tidewin, Wappeton and Greenwich to Charleston, every day.



## An interview with Uncle Sabe Rutledge, An Ex-Slave of Horry County

Interview recorded by Genevieve Chandler  
Edited and introduced by Christopher C. Boyle

William Oliver gave the second ex-slave narrative provided in this series. William was one of 18 slaves at Daniel W. Oliver's, Oliver Plantation. The plantation was located just north of Bucksport. It's main staples in 1850 were corn and sweet potatoes. In 1860 corn remained an important staple, but honey and beeswax took the place of sweet potatoes. By further analyzing the agricultural surveys of 1850 and 1860, we can take a closer look at the production of Daniel Oliver's plantation, and perhaps take a glimpse into the world that William Oliver lived and labored in.

By 1860, Daniel W. Oliver sold off nearly 1/3 of his unimproved land, and reduced his improved acreage from eighty acres in 1850 to sixty acres in 1860. Between 1850 and 1860, he eliminated his sheep holdings, reduced the number of horses he owned but increased the number of swine, milch cows and other cattle on his plantation. Oliver also decreased the number of oxen that he owned between 1850 and 1860.

All in all, it seems as though Oliver was in the midst of making a tremendous change on his plantation. He was the largest producer of honey in the district in 1860, it seems as though he was beginning to concentrate more on livestock and honey, as well as his traditional corn crop, moving away from sweet potatoes and wool. Also, Oliver appears to have been attempting to diversify his crops by adding peas and beans by 1860.

William Oliver gives us insight into many different aspects of slavery in Horry County, as well as his opinions on some topics. The narrative is jumpy, but with a little imagination you can guess the questions being asked to William Oliver by Ms. Chandler.

### Recollections of Uncle William Oliver: recorded May 20, 1937

"Underground Railway? They give it that name being they had this way to transfer the slaves. T. O. Jones was one of the officers. Grown up in Illinois."

"I was born in Horry - eight miles this side of Conway. The old Oliver place. Father Caesar Oliver; Mother Janie. Mother born near Little River - Jewitt Place. Joe Jewitt raise my father. Had four brothers; twelve sister;

one - Trizavan

two - Sarah

three - Martha

four - William

five - Mary, the fifth

six - Lizzie, the sixth

seven - Emma, the seven

eight - Alice, the eighth

nine - Joanna

ten - Havilla



eleven - Ella  
twelve - Redonia  
thirteen - Caesar  
fourteen - Zackie  
fifteen - Eddie  
sixteen (he could not remember)"

"Three boys so scattered about you can't tell anything about them. All chimney, clay. All chimneys that day, clay. Moved away soon as freedom came. Women done cooking and washing same as now. Shuck mattress. My mother was a weaver. Old timey loom. Cotton and wool. Shekel (shuttle?)"

"I remember one song my mother sang:  
Do, Lord, remember me!  
Remember me when the year go round!  
Do, Lord, remember me!  
Why can't you die  
Like Jesus died?  
He laid in his grave!  
He crippled some.  
Some He saved."

"I can't get it all (he could not remember the entire song)."

"My father head man on the plantation (his father was the overseer or driver on the estate). Indigo? Cut the bush down. Put it in stacks. Let it drip out. Call that indigo mud. Raise cattle and hogs loose over the country. No cash money was give to slave. Had to get a ticket. Hire they self out as stevedore (?) - anywhere they could - and pay massa so much for the time. Smart slave do that. Oh, yes, my father do that. If they keep themselves alive after freedom, they doing well."

"Schooling? Only by night. And that couldn't be known. When he could get anybody to teach him 'A - B -C' but wasn't allowed to go to any school."

We'd eat peas, rice, cornbread, rye bread, sweetbread. Most molasses. Game was all over the woods. Everybody could hunt everybody's land those days. Hunting was free. When I come along had to work too hard to hunt. Could get pikes out of lakes. Go fishing Sabbath. That was day off. Sunday free day. Wild turkey. Possum. Don't bother with no coon much. Possum and squirrel all we could get. Had our garden. Different beans and collard. Turnip."

"Clothes? Regular wool and cotton. Maple dye and indigo. Red, blue, gray. Lot of gray. Big slave owners had a shoemaker. Plenty of hides. Cow hides, deer hides."

"When I married, was working turpentine. Rent timber and cut boxes."



"The cruelest treatment I know of in the United States and all the other states was done in the Southwestern states. Taske (task in ) New Orleans. Galveston? Was fixing to get to Texas. Texas beat the country for cruelty. They tell me when your master and missus in this country want to make you do your task, they threaten to sell you to Texas. Had a regular 'vanger Range' in New Orleans. Place they keep the slaves and auction them off. Man by the name of Perry Ann Marshall. He was sold out there. He told my father he'd be out in the field in the morning - hoe in hand. Had to get out there [be]fore it was light, hoe in hand. Boss man there with whip. When light enough to hoe, give order, 'heads up!' Then lots of women fell dead over the hoe. Give order, 'heads up! you chop! Breakfast bring to you in the field. Set right there by you hoe and eat till he say, 'heads up!' When women fell dead, lie right there till night where the body drop -- till you knock off. That's Texas! I call Texas 'Hell.' Even today black man can't get no first class ticket Texas!"

"When you come right down to the truth, we always got up [be]fore day most of the time. You could go visiting other plantation, but must have you a ticket. Patrol catch you (without a pass) they whip you."

Statistics of the estate of Daniel W. Oliver  
in All Saints Parish, Horry District

The Oliver Plantation: 1850

Farm Survey

Acres of Improved Land -----	80
Acres of Unimproved Land -----	2,920
Cash Value of Farm -----	\$1,000.00
Value of Farm Implements and Machinery --	\$50.00

Livestock Survey

Horses -----	5
Milch Cows -----	33
Working Oxen -----	6
Other Cattle -----	60
Sheep -----	30
Swine -----	100
Value of Livestock --	\$1,100

Agricultural Survey

Bushels of Indian Corn produced -----	200
Pounds of Wool produced -----	150
Bushels of Sweet Potatoes produced ---	200
Pounds of Butter produced -----	50

Non-Agricultural Income

Value of Home-made Manufactures --	\$30.00
Value of Livestock Slaughtered -----	\$200.00



## The Oliver Plantation: 1860

Farm Survey

Improved Acres of Land ----- 60  
Unimproved Acres of Land ----- 2000  
Cash Value of Farm ----- \$600.00  
Value of Farming Implements and Machinery -- \$200.00

Livestock Survey

Horses ----- 2  
Asses and Mules ----- 2  
Milch Cows ----- 35  
Working Oxen ----- 4  
Other Cattle ----- 125  
Swine ----- 200  
Value of Livestock -- \$2180.00

Agricultural Survey

Bushels of Indian Corn produced ----- 250  
Bushels of Peas and Beans produced ---- 50  
Bushels of Sweet Potatoes produced --- 50  
Pounds of Butter produced ----- 20  
Pounds of Beeswax produced ----- 40  
Pounds of Honey produced ----- 700

Non-Agricultural income

Value of Home-made Manufactures -- \$50.00  
Value of Livestock Slaughtered ----- \$100.00



Two Typical Small Horry County Farms: 1880

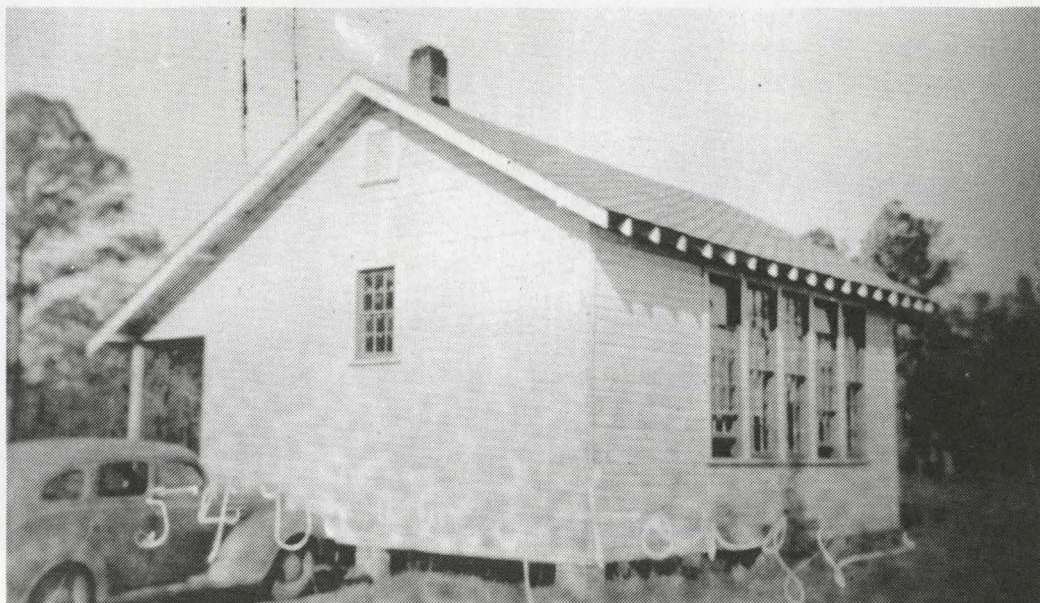
Contributed by Catherine H. Lewis

OWNERS	THOMAS	JOHN
Improved acres	20	15
Unimproved acres	8	60
Value of farm	\$200	\$200
Value of farm machinery	\$5	\$5
Value of livestock	\$85	\$70
Cost of building & repairing fences	\$30	
Est. value of all farm production	\$100	\$100
Oxen	1	1
Milch cows	3	2
Other neat cattle	7	2
Calves		
Dropped	1	1
Slaughtered	1	
Strayed or Stolen	1	
Sheep		6
Killed by dogs		2
Lambs dropped		3
Fleeces		6, wt. 11 lbs.
Swine	8	20
Barnyard poultry	9	8
Eggs	12 doz.	10 doz.
Rice	1 acre	1 acre
	680 lbs.	720 lbs.
Corn	10 acres	10 acres Indian
	40 bushels	40 bushels
Cowpeas	1 acre	2 acres
Sweet potatoes	1 acre	2 acres
	30 bushels	30 bushels
Grapes	400 lbs.	
	10 gal. wine	
Honey		24 lbs.
		4 lbs. wax

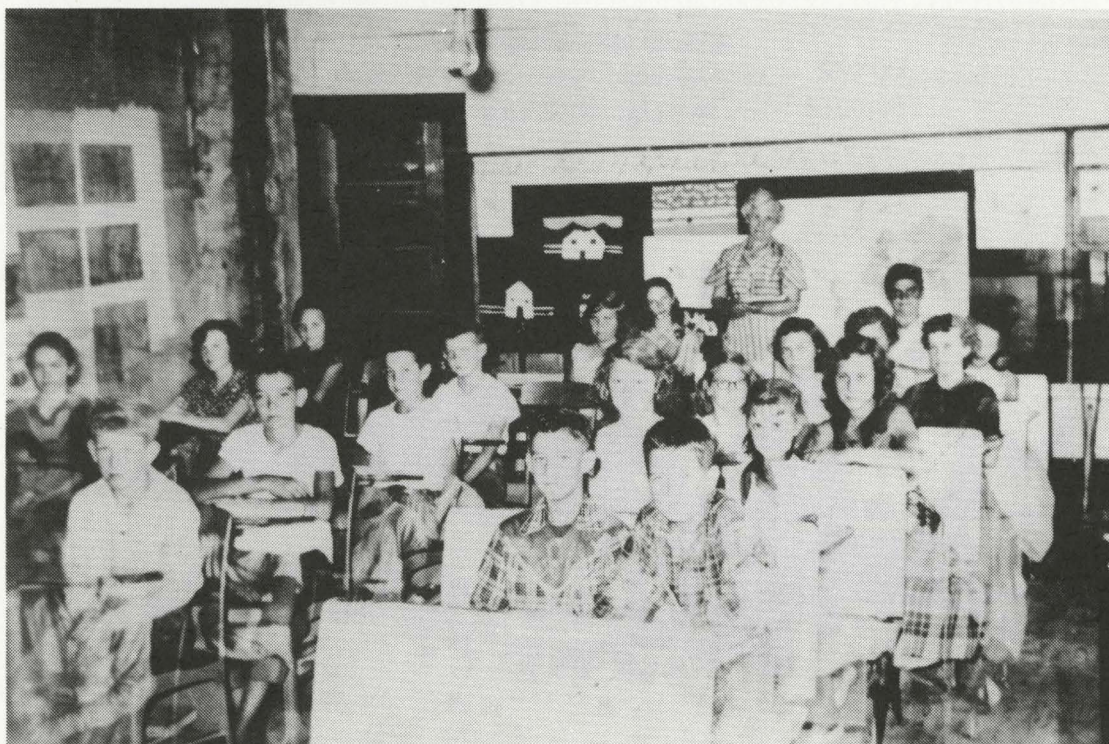


## A Photographic look at rural Horry County Schools: 1930s

Photos courtesy of the Horry County Museum



Two rural schools in Horry County. The above picture is of Valley Forge School, the photo below was taken inside of the Pine Grove School.







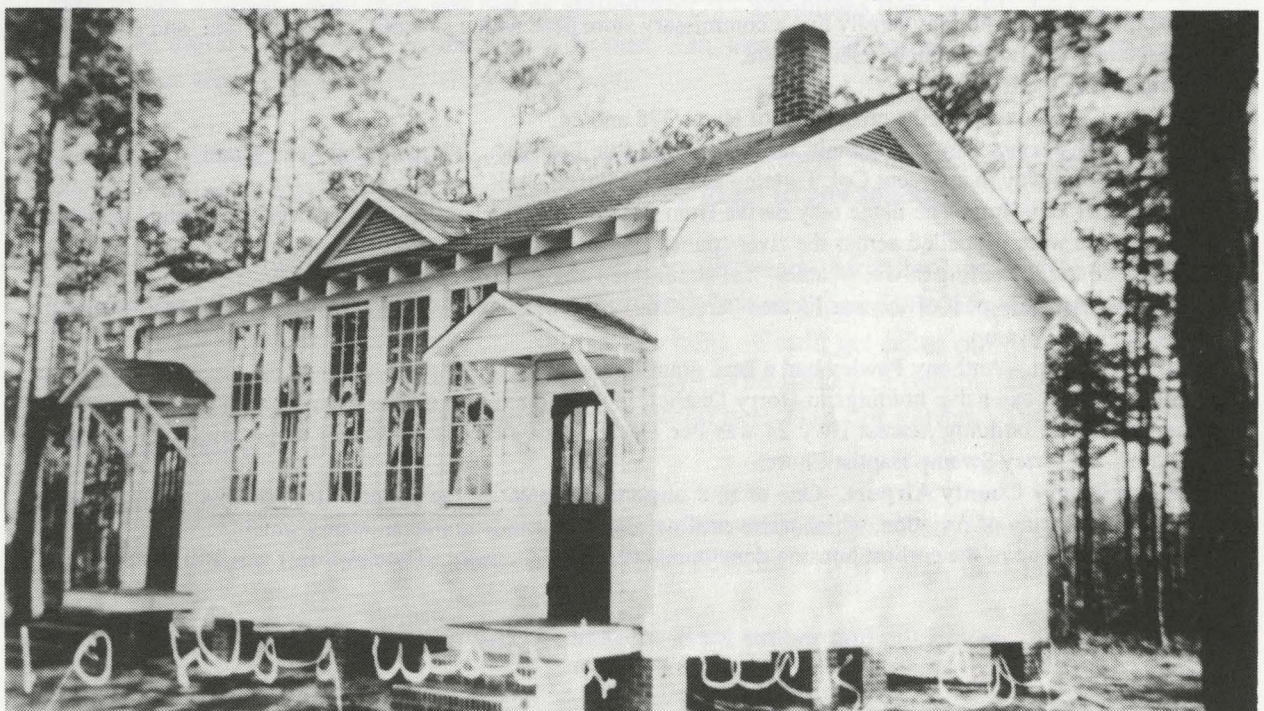
Two more rural schools in Horry County. The above picture is of High Point School, the photo below is of Floyds Teacherage.







Two "Colored" rural schools in Horry County. The above picture is of High Hill School, the photo below is of Dogwood Neck School.





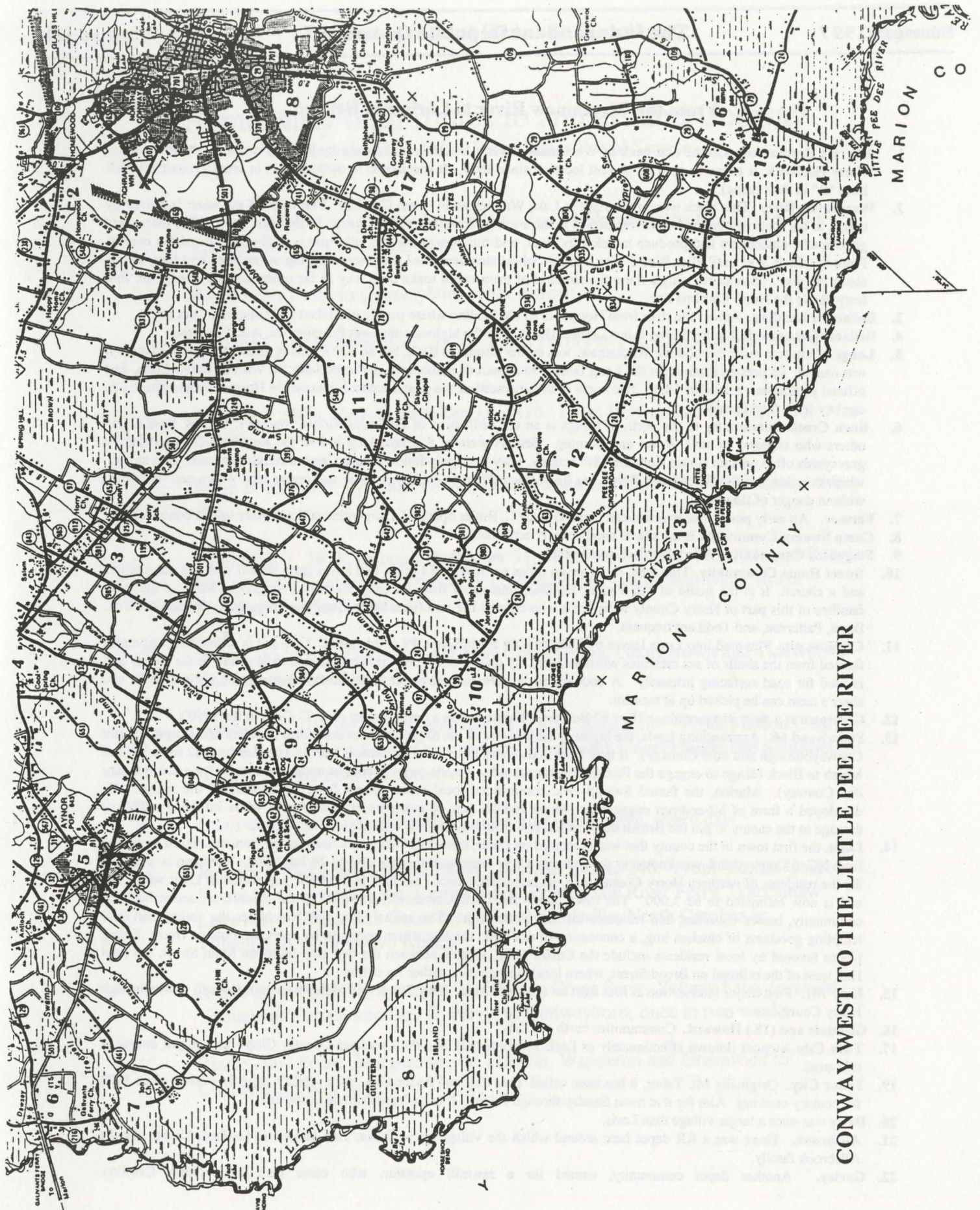
## An Annotated Map Of Horry County: Horry Outback

By Catherine H. Lewis

### Conway West to the Little Pee Dee River

1. **Cochran Town.** Black community.
2. **Homewood.** Earlier called Grantsville for a doctor who lived in the area. In 1898 a colony of "westerners" settled here and began truck farming.
3. **Horry Community.** The Horry Industrial School, founded by the Methodist Church, was first located here.
4. **Cool Springs.** People came here in the summer to escape the mosquitoes. Named for the spring which is located behind the present Methodist Church. Burroughs and Collins had a business here which was operated by FGB's brother-in-law, S. D. Barnhill.
5. **Aynor.** Derivation of name varies. Located at the railhead of the line from Conway which was begun by Burroughs and Collins. An early tobacco market. Look for the mural which depicts the importance to the railroad and tobacco to the town. Nickname: "Little Golden Town". Festival: Aynor Hoedown held in the fall.
6. **Galivants Ferry.** Named for Richard Gallivant who operated the ferry here. After Civil War Joseph Holliday moved here and it became the headquarters of the Holliday enterprises which included farming, naval stores, timber, and later tobacco. John Monroe Holliday has a home on the north side of Hwy 501 near the store. The multi-story barn across the highway from the store was used for animals and storage. The first stump meeting in the state in each election is held here.
7. **Hwys 99 (to Jordanville) and 24.** The old river road which follows the high ground along the Pee Dee Swamps. A beautiful drive any time of the year.
8. **Gunters Island.** Named for an early grant holder. This huge area is sparsely populated. It has some cattle farms.
9. **Dog Bluff Community.** Dog Bluff is the name of the township, also. Near here was the Dimery settlement of Indian families. In early Census records they are referred to as "free people of color." Horry County maintained a separate school for them until the 1950s.
10. **Jordanville.** The Holliday family had a commissary store here with a sawmill, turpentine still, and cotton gin. The name is often pronounced "Jerdonville."
11. **Juniper Bay Community.**
12. **Pee Dee Crossroads.** At the crossroads of Hwys 378 and 24.
13. **Potato Bed Ferry.** One of the main ferries on the Little Pee Dee. It was probably here that Francis Marion crossed on his way to intercept Col. Tarleton at Black Mingo Creek.
14. **Punchbowl Landing.** The name may derive from the shape of the landing area or from the method by which early ferries were propelled across the river (punch pole). It is a popular access point for fishermen. Beware of the road to the landing in wet weather. It is about three miles from Hwy 24 to the river.
15. **Dongola.** An early post office was located here. The origin of the name is unknown. The area is now usually called Pawley Swamp.
16. **Pawley Swamp.** Anthony Pawley had a land grant in the area. He was a member of the Georgetown planter family and had extensive holdings in Horry District, including a house on the waterfront in Conwayborough. The old church building nearest Hwy 24 was Pee Dee Primitive Baptist and is no longer used. The modern building is Pawley Swamp Baptist Church.
17. **Conway-Horry County Airport.** One of four airports operated by the county. It is the home of the North American Institute of Aviation, which trains professional pilots and maintenance personnel.
18. **Jamestown.** One of the earliest housing developments around Conway. The developer was Bill James.





CONWAY WEST TO THE LITTLE PEE DEE RIVER

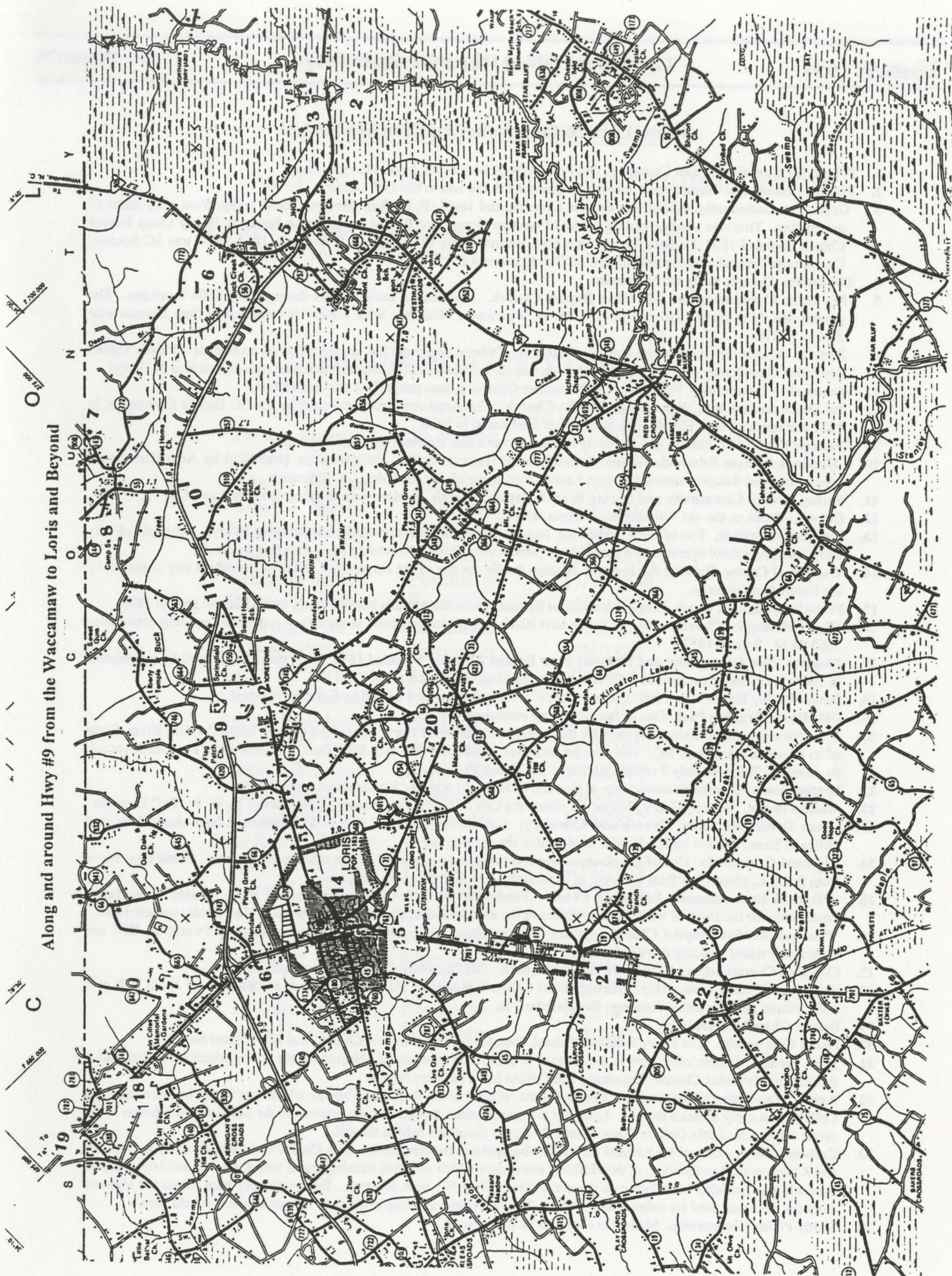


### From the Waccamaw River to Loris and Beyond

1. **Horry's Restaurant.** On the east bank of Waccamaw River is a restaurant favored by locals. Named for its first owner, Horry Hardwick, it is has been in its present location since 1957. It specializes in oyster roasts in season (months which have "R" in their name).
2. **Waccamaw River** This black water river rises in Lake Waccamaw in North Carolina. The color of the water is caused by tannin in the roots of trees and other vegetation in the swamps through which it flows. In the early days before there were good roads, passengers and produce traveled by river, and this was really the only access to the interior of the county. From the Civil War until after World War I paddle wheel steamers plied the river, stopping at landings and ferry points along the way. In unusually high water the smallest of them could make their way as far upstream as Pireway, the first ferry above the North Carolina line.
3. **Bellamy's Landing.** Across the river from Horry's is an old landing where people picnicked and fisherman "put in".
4. **Bellamy Graveyard.** South of Hwy 9 just Longs. Buildup on the highway obscures the entrance. Ask directions.
5. **Longs,** about two miles beyond the Waccamaw, was earlier known as Ruth, but no one seems to know the lady for whom it was named. Its present name is for the Long family, so numerous in this area, and especially for William Lewis Long, first official postmaster, named in 1898. Just north of the intersection is a peach orchard, unusual in Horry County, where you can buy fresh fruit in season.
6. **Buck Creek Community** to the north of Longs is an old settlement of Bellamys, Gores, Marlows, Smiths, Butlers and others who engaged in naval stores and farming. Settlers were in this area long before the Revolution. Small family graveyards often contain stones from the 18th century. Hwy 9 roughly follows Buck Creek through this area. This stream, which empties into the Waccamaw River, has been channelized to control its flow and create land which can be farmed without danger of flooding.
7. **Farmer.** An early post office was situated here. George C. Butler operated a turpentine still and store in this community.
8. **Camp Swamp Community** is the site of another early settlement.
9. **Flagpatch Community.** A largely black community.
10. **Sweet Home Community.** This area, about seven miles northwest of Longs, had a two story school with several teachers and a church. It is the home of the Vaught families, descended from an early German immigrant. Most of the early families of this part of Horry County were Scots who entered the area from North Carolina settlements. Names like Cox, Boyd, Patterson, and Todd are frequent.
11. **Coquina pit.** The road into Loris leaves the dual lane #9 for business #9 at this point. Coquina is a limestone aggregate formed from the shells of sea creatures when this area lay on the ocean bed. It is mined at several places in the county and is used for road surfacing primarily. A coquina pit is a treasure trove for fossil hunters because the ancient shells and shark's teeth can be picked up at random.
12. **Goretown** is a short distance along Hwy #9 Business. This area was a development of C. C. Gore in the 1950's.
13. **State Road 66.** Approaching Loris, the highway crosses one of the old routes between North Carolina and Kingston (later Conwayborough and now Conway). It may have been along this route that Francis Marion traveled in 1782 from White's Marsh to Black Mingo to engage the British. He is said to have made camp overnight under the oaks at Kingston (modern day Conway). Marion, the famed Swamp Fox, commanded local forces drawn from the farmers of the region. He developed a form of hit-and-run engagement which enabled him to conserve his own forces while inflicting sufficient damage to the enemy to pin the British down in South Carolina during the critical years of 1781-82.
14. **Loris,** the first town in the county that wasn't located on water, came into being as a result of the construction of a rail line from NC to Conway and was known as the Gateway City. Loris was incorporated on 26 July 1902. The town is a market for the residents of northern Horry County, and an important tobacco market. In 1990 the population of Loris was 2,193 and is now estimated to be 3,000. The town boasts the Loris Community Hospital, good schools, an active business community, banks, churches, and residents for their civic pride. The annual "Bog Off" celebrates the variety and taste tempting goodness of chicken bog, a concoction of rice and chicken which seems to be unknown outside Horry. Eating places favored by local residents include the Coffee Shop, located between the two stop lights on Main Street, the Pool Hall west of the railroad on Broad Street, where local businessmen gather for coffee.
15. **Hwy 701.** First major intersection at first light on the beach side, Hwy 701 is one of the major north-south routes through Horry County.
16. **Glendale and (18.) Howard.** Communities north of Loris.
17. **Twin City Airport** (known affectionately as Loris International), and the Carolinas Country Club (earliest golf course in this area).
19. **Tabor City.** Originally Mt. Tabor, it has been called Yam City and Razor City. Mrs. Todd's is justly famous since 1923 for country cooking. Aim for it at noon Sunday through Friday. It has a Yam Festival in the fall.
20. **Daisy** was once a larger village than Loris.
21. **Allsbrook.** There was a RR depot here around which the village grew. It was first known as Sanford. Named for the Allsbrook family.
22. **Gurley.** Another depot community, named for a sawmill operator. who came here from North Carolina.



Along and around Hwy #9 from the Waccamaw to Loris and Beyond





### From Loris to the Lumber and Pee Dee Rivers

1. **Princeville Community and Cemetery.** Old Princeville School is still behind the graveyard.
2. **Finklea Crossroads.** Named for a doctor who practiced in the area in the 19<sup>th</sup> century
3. **Green Sea Community, Green Sea Baptist Church, and the J. P. Derham House.** Name comes from early name of nearby bay. This was a major trading center of western Horry. The Baptist congregation began as Honey Camp Baptist Church, founded 1807. Derham family came from Ireland before Civil War. J. P. Derham (1861-1947) was SC Senator, Comptroller General, and member of first SC Tax Commission.
4. **The Jamb.** The area along the NC border.
5. **Mt. Olive Community and Mt. Olive Baptist Church.** First church building was destroyed by 1904 hurricane. The present one, from about 1935, has pews by W. H. Winbourne. The little brick nursery is memorial to Gary Blanton who died in WWII.
6. **Duford.** Named for the Dubose and Ford families. Dubose house on SW corner of main crossroads. Floyds United Methodist Church may date from 1845, but there was an earlier Methodist congregation here (rare in this area of Horry).
7. **Wanamaker Community.** Named for US Postmaster General at time post office was established.
8. **Pee Dee Academy and Wanamaker Baptist Church.** The Academy was established by the SC Baptist Convention in 1921 and operated until Floyds High School was established in 1928.
9. **Grainger Pond.** This hidden spot of beauty was the site of a mill operated by Cross Grainger.
10. **Hammond-Enzor-Edmunds House.** Intersection of Hwys 44 & 76. Built between 1860-1870 by Arch Hammonds, whose youngest daughter married Marvin Enzor. Now home of Mr. and Mrs. J. C. Edmunds.
11. **Spring Branch Community and Spring Branch Baptist Church.** Settlers were in this area as early as 1820.
12. **Causey.** Depot on the old Wilmington-Augusta railroad.
13. **Floyds Crossroads.** Site of early post office. Nearby was a mill operated by James "Jempsey" Floyd. Also site of very early boarding school operated by Pennie Floyd (Mrs. Avery Floyd). Township named for this family.
14. **Cartwheel Center.** Built by the James P. Blanton family for use of the community. Nearby Cartwheel Bay is owned by the Nature Conservancy.
15. **Frankie C. Blanton home.** Five generations of Blantons have lived in this house built by Isaac Blanton around 1880.
16. **High Hill Baptist Church.** May be the earliest Black Baptist congregation in the county. Original building constructed 1865-1870. Rebuilt 1957.
17. **Pleasant View Community and Pleasant View Baptist Church.** Founded 1875. First church destroyed by a Hurricane in 1904; the second by a tornado in 1906. Present building dates from 1908.
18. **Beaty-Worley House.** Pre-Civil War home built by James Beaty, now owned by Coleman Worley.
19. **Old Hinson Trading Post.** One of few remaining commissary stores.
20. **Lake Swamp.** Chief drainage system for the whole NW quarter of Horry, it empties into the Little Pee Dee River. Some of its branches extend into NC. The swamps, branches, and bays which feed it are the nursery for Little Pee Dee River and its swamps. There are only 3 crossings: Hwys 19, 23 and 99
21. **Ketchuptown.** Crossroads community at junction of Hwys 23 and 99. Stories about name differ.
22. **Mullins House.** Built by Henry Mullins for whom the City of Mullins was named. Later owned by W. P. "Pic" Jenerette.
23. **Zoan United Methodist Church and Cemetery.** Community originally known as Cottondale, later changed by Post Office to Zoan. Present building is the third on this site.
24. **Playcard Crossroads.** One of the places where court notices were posted before modern newspapers. Name may derive from that (i.e., placard) or from the habit of community men to gather here for gaming.
25. **Playcard Environmental Education Center.** Established by James P. Blanton and the Horry County Conservation Foundation for the study of the natural resources of the area, including the black water swamp. The Center opened 1987.
26. **Pleasant Meadow Baptist Church.** Est. as Lebanon about 1856, relocated to Pleasant Meadow Swamp in 1857 and renamed. Present building dates from 1959.
27. **Live Oak Community and Live Oak Baptist Church.** Old Oak Grove School was located nearby.
28. **Bayboro.** Trading center where Burroughs and Collins had a store. At its height it had a population of about 200, grist mills, cotton gin, turpentine distillery, five churches, etc.
29. **Bakers Chapel Community.**
30. **Horry Community.** The Horry Industrial School, founded by the Methodist Church, was first located here.
31. **Cool Springs.** People came here in the summer to escape the mosquitoes. Named for the spring which is located behind the present Methodist Church. Burroughs and Collins had a business here.
32. **Aynor.** Derivation of name varies. Located at the railhead of the line from Conway which was begun by Burroughs and Collins. An early tobacco market. Look for the mural which depicts the importance of the railroad and tobacco to the town. Nickname: Little Golden Town. Festival: Aynor Hoedown held in the fall.
33. **Galivants Ferry.** Named for Richard Gallivant who operated the ferry here. After Civil War Joseph Holliday moved here and it became the headquarters of the Holliday enterprises which included farming, naval stores, timber, and later tobacco. John Monroe Holliday has a home on the north side of Hwy 501 near the store. The multi-story barn across the highway from the store was used for animals and storage. The first stump meeting in the state in each election is held here.
34. **Sandy Plains Community.** Methodist church is no longer used.



FROM LORIS WEST TO THE LUMBER AND LITTLE PEE DEE RIVERS

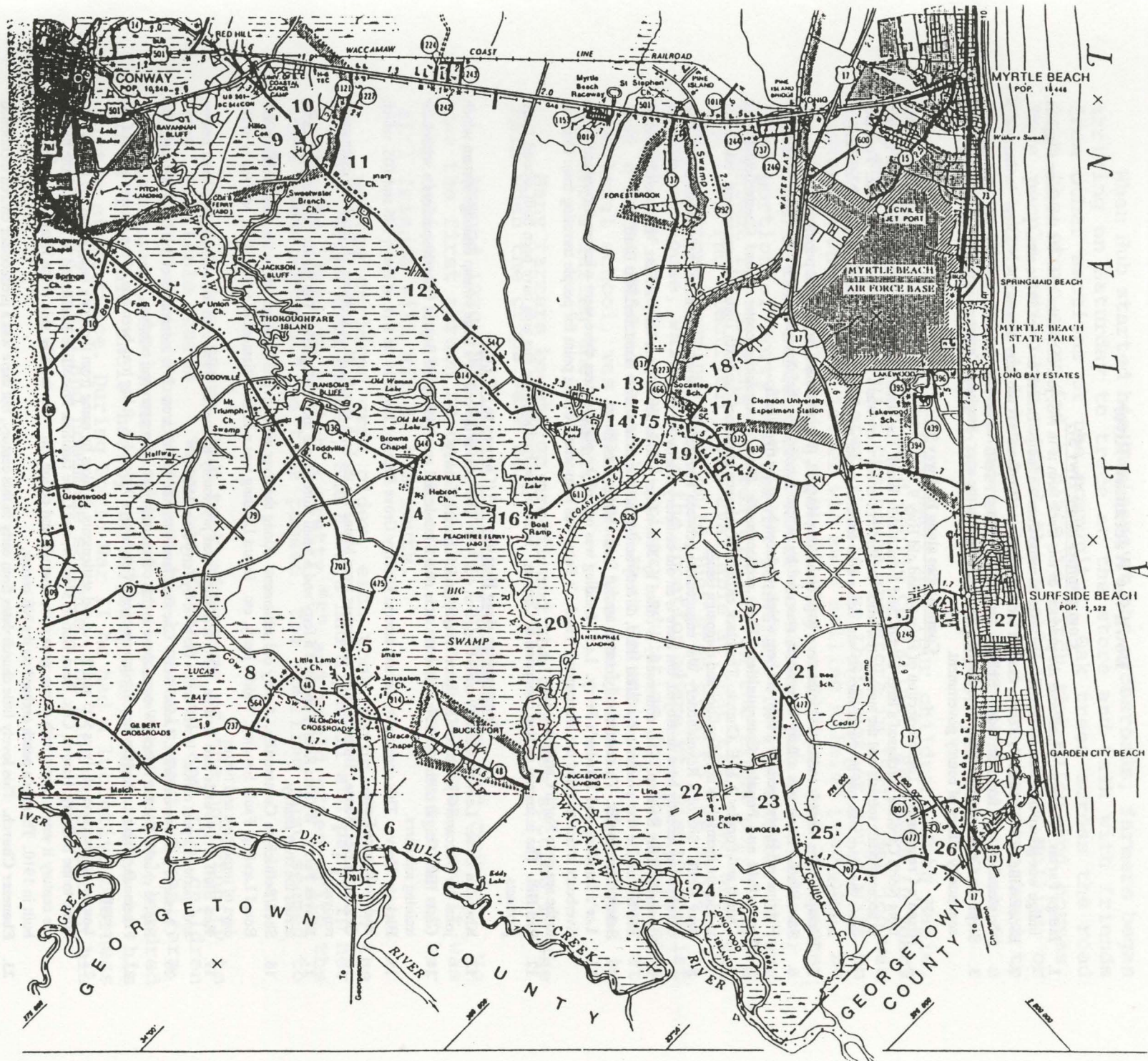




### Conway South and East to the Ocean

1. **Toddville.** Turn left on Waccamaw Drive. Earlier known as Woodward's Landing, renamed for Joseph Todd, merchant, who bought the land in 1875. The old Dusenbury store is still there.
2. **Upper Mill.** Turn left onto Hwy. 139. Beyond Keyesfield is the lane leading to the home of the first Henry Buck, built 1828, which is on the Register of National Historic Places. Mill chimney on grounds.
3. **Bucksville (Middle Mill).** A village here rivaled Conwayborough. Shipyards here built sailing ships, including the *Henrietta*. Chimney of the steam mill still stands.
4. **Hebron Methodist Church and Buck Cemetery.** The church is on the National Register. Dates from about 1848.
5. **Waccamaw Presbyterian Church.** Est. 1898, now used only occasionally. Ole Anderson, Norwegian immigrant, built pulpit and pews.
6. **Port Harrelson** is on Bull Creek which joins Great Pee Dee and Waccamaw Rivers. Site of first incorporated town (1876). Turn from Bucksport road to right at Grace Chapel. The Charles Dusenbury house, now in ruins, is all that is left of this thriving town. Eddy Lake was a community nearby which was the site of a Canadian lumber mill.
7. **Bucksport (Lower Mill).** Third of the Buck Mills was here. Many of the Buck slaves received land and remained in the area. Ruined house near the waterfront is Land's End.
8. **Cowford Swamp** and site of **Mineral Springs Methodist Church.** One of the first Confederate units was formed here. Church was built about 1830.
9. **Hillcrest Cemetery**
10. **Coastal Carolina U.,** est. 1954
11. **Centenary United Methodist Church.** This congregation dates from about 1875. A building was begun in 1954 to replace the earlier sanctuary destroyed by Hurricane Hazel while the new one was under construction.
12. **Singleton Cemetery** at Gravelly Gully.
13. **Forestbrook Road** -- Hwy 137 -- Old Pine Island Road
14. **Sarvis-Grant House.** The firm of Dusenbury and Sarvis operated a store on the east side of Hwy 544, opposite the Peachtree Ferry Road. The house dates from about 1873.
15. **Cooper Store and home.** Thomas B. Cooper built the store about 1907. Its construction is typical of commissary or country stores which were operated around the county by turpentine and sawmill firms. The building is 25' x 80'. There was a post office in the rear of the store.
16. **Peachtree Ferry.** Ulric Albert DeLettre was a partner of Henry Buck in the sawmill business and operated a store at this popular crossing on the Waccamaw River.
17. **Socastee Academy,** est. 1890. Socastee High School occupies the site of this earlier school.
18. **Stalvey home and Cemetery.** Stalveys were early settlers. Stalvey post office was located nearby.
19. **Socastee United Methodist Church.** This congregation dates from before 1818. An earlier church building stood on what is now the cemetery. The old church building presently standing dates from about 1875.
20. **Enterprise Landing** -- Hwy 926. William Jeff Singleton established a sawmill at this place about 1875. His home was called the Bay House.
21. **St. James School.** A wooden school for black children was funded by the Rosenwald Foundation in the 1920s. A brick building replaced it about 1924. Land for the early building was donated by the James family--hence the name.
22. **St. Peter's Missionary Baptist Church.** About 1897 the congregation of Salem Missionary Baptist Church divided over the election of a pastor. Salem was on Collins Creek and served black families on Laurel Hill, Longwood, Wachesaw, Oregon, Woodstock, Richmond Hill and Springfield plantations. Some families withdrew from Salem and formed St. Peter's, which built its first church about 1913.
23. **Burgess** was a post office named for the postmaster Willie Burgess, Civil War Veteran. In this area settled former slaves from nearby plantations and it became known as the Free Woods.
24. **Longwood Plantation Landing.** Plantation was owned by Joshua John Ward. Next to it was Oregon Plantation owned by Dr. John D. Magill, who also owned Richmond Hill. Across the river is J. Motte Alston's Woodbourne, one of the last rice plantations to be established. Henry Buck purchased it in 1857 and renamed it Tip Top. (IRQ 24:1:9)
25. **Collins Creek Baptist Church.** Nearby was an early school and the present cemetery. Congregation was formed on Enterprise Road about 1880, but moved to this location around the turn of the century.
26. **Old Bethel Methodist Church Cemetery.** There was a church here from before the Civil War until 1945.
27. **Ark Plantation.** John M. Tillman's plantation contained 3,164 acres, one and a half miles along the ocean front and three miles inland. Tillman's home near the beach survived the Tidal Wave of 1893. It was used as a hotel or boarding house in the early days of development. Surfside Beach is located on this property.





FROM CONWAY SOUTH AND EAST TO THE OCEAN (BUCKSPORT, SOCASTEE, SURFSIDE BEACH)



## Down the Waccamaw River

### Communities along Hwy 57.

1. **Indigo Farms.** The store which sells the products of this truck farm is in NC, just above the line. As the name suggests, indigo was grown in the area. The business takes its name from the Indigo Branch or Creek in the area.
2. **Brooksville and Wortham's Ferry.** Named for early settlers. Wortham's is the ferry nearest the NC line. In the time of the steamboats the ferryman Sidney Bellamy had a small steamer which ran between the ferry and Conway.
3. **Stephens Crossroads.** Named for a family which held land in the area. Stephens Cemetery is nearby. Site of one of the community offices of county government.

### Communities along Highway 90.

4. **Nixon's Crossroads.** The intersection of Hwy 90 and old Hwy 9. *Not to be confused with Nixonville.* Nicholas F. Nixon from North Carolina purchased a large tract of land from Joshua Ward. The Nixons began the first development of the area to accommodate tourists and the summer residents. At this crossroads there was a community including a store. For many years the store was run by the Bellamys, who had a bear tethered under an oak tree behind the store, as well as a cage of monkeys.
5. **Wampee.** The name is Indian and indicates a large area along Hwy 90. The area has a large Black population.
6. **Star Bluff.** There was a ferry here which was used by people heading for the shore around Windy Hill. At one time Higgins and Banta operated a shipyard here which produced boats for river traffic.
7. **Chesterfield and Popular Communities.** These predominantly Black communities center around Chesterfield Baptist Church and Popular A.M.E. Church. The black citizens of this area organized the Sixth District Improvement Association to educate themselves about politics and campaign issues.
8. **Bear Bluff.** Site of a Revolutionary War engagement between Patriots and Tories. The house around which the fight occurred has recently been destroyed, but there is an old cemetery nearby.
9. **Nixonville/Tilly Swamp.** This community is called by both names, which derive from early settlers. Between Bear Bluff and Nixonville was a community called Hand, directly across the Waccamaw from Hammond/Red Bluff.
10. **Salem Community.** This community centers around Salem Methodist Church.
11. **Lee's Landing and Hardee's Ferry.** Lee's Landing was one of the places where there were wharves for unloading the riverboats which traveled the Waccamaw. Hardee's Ferry was a favorite crossing point for people traveling from Conway to the sea or to North Carolina.
12. **Red Hill.** The industrial section connected to Conway. Most of the businesses in this area have been built around forest products.

### Communities along Highway 905 (Conway to NC line)

13. **Kingston Lake.** Leaving Conway cross bridge on 4th Ave. The Lake is the end of a large swamp drainage system which joins the Waccamaw just below Kingston Presbyterian Church, Conway.
14. **Glass Hill.** Origin of the name is unknown. It is now a residential area. Langston Baptist Church sponsors a school for training ministers.
15. **Hickory Grove.** This community centers around Hickory Grove Baptist Church in the fork of Hwys 905 and 105, which leads to Reaves Ferry.
16. **Graham/Price House.** Built by ships carpenters from Maine for the high sheriff, W. I. Graham. It has been extensively renovated.
17. **Reaves Ferry.** William Reaves operated a ferry and a small store across the Waccamaw. The family cemetery is located across the river nearby.
18. **Shell/Bethlehem Community.** A very old settlement. Along the river were several landings where the steamboats called: Board Landing, Faulk Landing, Todd's Ferry, etc. Board Landing was a little settlement of mills, stills, and stores in the days of turpentine and timber.
19. **Red Bluff Crossroads and Bridge.** This settlement was previously known as Hammond for a family that lived nearby and operated a post office. It was across the river by ferry from Hand.
20. **Chestnut's Crossroads/Mt. Leon.** Many Chestnut families lived in this area. It is sometimes called Mt. Leon from the Baptist church. See the Hancie Watson house in this community with its wraparound porches.
21. **Freemont.** Black community near the intersection of Highways 905 and 9. It has long been one of the poorest areas of the county.
22. **Longs.** Intersection of Hwys 905 and 9. An old settlements, it takes its name from the Long family, but the area is also home to the Bellamy, Hardee, Cox, Russ, Butler, Marlow, and Gore families. Postoffice established in 1895. At the turn of the century it was a center with stores, grits mill, sawmill, and cotton gin. On the NW side is the Henry W. Gore house, built in 1910. There is a peach orchard on the NE corner.
23. **Ebenezer Church.** This lovely little church dates from early in this century, but there was a predecessor church mentioned in the *Journals* of Bishop Asbury.
24. **Buck Creek Community.** Early settlers came here from North Carolina. The Baptist Church was organized in 1821.





ALONG THE WACCAMAW, NC LINE TO CONWAY

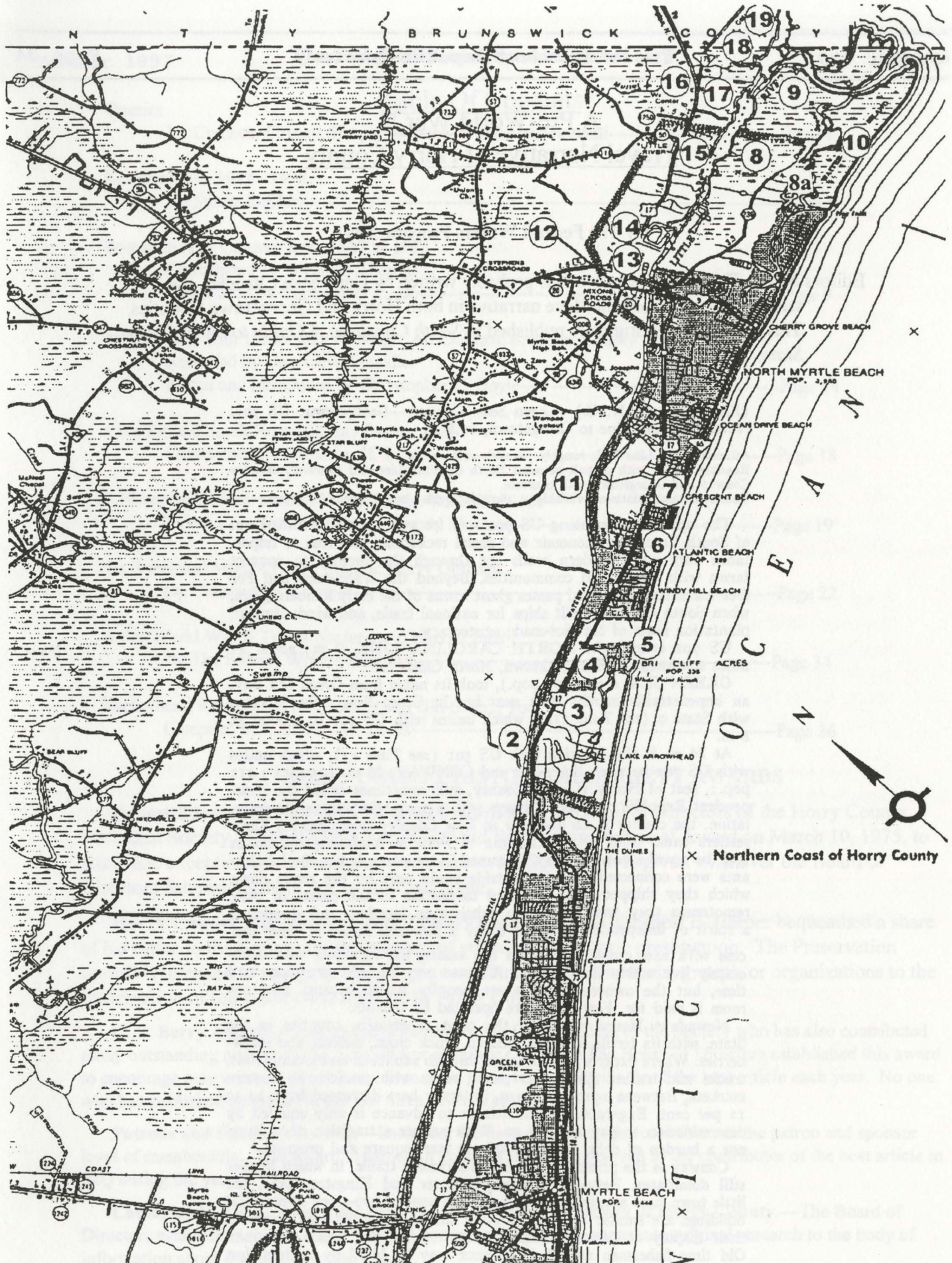




### The Northern Coast of Horry County

1. **Singleton Swash.** Near here large salt works supplied the Confederacy. The US Navy raided and destroyed them.
2. **Vaught, SC,** An early post office located near today's busy Restaurant Row.
3. **Meher Baba Center.** This beautiful unspoiled area (500 acres) was established in 1943 as a religious retreat by Mrs. Elizabeth Chapin Patterson, daughter of Simeon B. Chapin, at the direction of Meher Baba, a spiritual leader under whom she had studied in India. No public access.
4. **Briarcliffe Acres.** Private residential development from 1946 became a town in 1976
5. **White Point Swash.** Near here lived Jeremiah Vereen with whom George Washington spent the night of April 27, 1791.
6. **Atlantic Beach.** The Black Pearl historically provided a public beach for black visitors. The town is surrounded on three sides by North Myrtle Beach. Incorporated 1966.
7. **North Myrtle Beach.** The northern beaches of Windy Hill, Crescent, Ocean Drive, and Cherry Grove were consolidated into one government in 1968.
8. **Little River Neck.** The area between Little River/Intracoastal Waterway and the marshes behind Waties Island and North Myrtle Beach. Site of Gen. Nash's encampment in the American Revolution and of a Civil War gun emplacement. Before recent development it had a largely black population.
- 8a. **Frink's Park.** A pocket park with a great view of the marsh, Waties Island and North Cherry Grove. Dedicated May 4, 1996.
9. **Fort Randall/Tilghman Point.** Located at the top of Little River Neck. This Confederate fort is said to have been authorized by Robert E. Lee. It was constructed and its guns put in place by Capt. Thomas W. Daggett. It included a blockhouse pierced for musketry and earthworks surrounded by a ditch about 10' broad and 5' deep. The fort was captured Jan. 5, 1863 by U. S. Navy Lt. Wm. B. Cushing and 25 men while looking for blockade-runner pilots. Cushing held it briefly until his supply of ammunition was exhausted. Unfortunately this beautiful site is not open to the public except by special permission.
10. **Waties Island.** This undeveloped island at the northern end of the Horry/SC coast was named for the Indian trader William Waties. It can be reached by boat, but is accessible by land only by a causeway on the Tilghman property. The causeway is not usually open to the public.
11. **Intracoastal Waterway.** Completed in 1936.
12. **Nixon's Crossroads.** Intersection of old Hwys 9 and 90.
13. **Cedar Branch Cemetery** Very old burial ground with interesting markers. Enter lane from Hwy 90 to the left just above the US 17 overpass.
14. **Whitefield historic marker.** George Whitefield, a fiery Methodist missionary, arrived in this area on January 1, 1740. He encountered dancers celebrating the New Year at the tavern and preached to them about their sins. They allowed him to baptize one of the children, but returned to their merriment as soon as he retired for the night.
15. **Little River (village).** Probably the oldest settlement in Horry County. It may have been established by the pirates who raided ships along this coast.
16. **Welcome Center.** This information center for visitors to South Carolina is state operated, one of several located near the state borders on major highways. It stocks maps and advertising brochures for attractions in this area and around South Carolina.
17. **Vereen Gardens and Vereen Cemetery.** Directly across from the Welcome Center on US 17, is a tract of land donated by Jackson Vereen to Horry County. There are plans to make it a public garden/museum. The family cemetery is in the center of the property. Portions of the George Washington Trail can be seen.
18. **Boundary House site historic marker.** Located on Marsh Harbour Golf Links off the Calabash road (Hwy 179), the marker shows where the line between the colonies was established. There was a house here which was an important point for travelers moving from the northern colonies to Charleston and Georgia. Isaac Marion, brother of Gen. Francis Marion, once lived here. He received and passed along the news of the Battle of Lexington--"the shot heard round the world."
19. **Calabash.** This town just over the NC-SC line is famed for its seafood. "Calabash style" means breaded and deep fat fried.







## A Pre-World War II Travel Narrative of Horry County

By The Federal Writers Program, 1941

Editors Note: This travel narrative was probably written by Genevieve Chandler, the woman who recorded the slave narrative in both Horry and Georgetown Counties. This narrative was originally published in *South Carolina: A Guide to the Palmetto State, 1941*.

(Elizabethtown, N. C.)—Green Sea—Conway—Georgetown; US 701.  
North Carolina Line to Georgetown, 64.5 m.

Atlantic Coast Line R.R. roughly parallels route.  
Roadbed paved with asphalt between North Carolina Line and Conway; between Conway and Georgetown with concrete.  
Tourist accommodations available at short intervals; hotels chiefly in towns.

The upper section along US 701 was for years almost counted out of South Carolina's economic and social reckoning, and rose to importance only when modern roads cut through the swamps to connect farms with established communities. Beyond the Waccamaw and Pee Dee marshlands the road passes ghost towns of the early lumbering era, when South Carolina built ships for national trade, and winds through plantation seats of the rice-made aristocracy.

US 701 crosses the NORTH CAROLINA LINE, 0 m., about 41 miles southwest of Elizabethtown, North Carolina.

GREEN SEA, 6 m. (190 pop.), took its name from Green Sea Bay, an impenetrable marshy area near by. In Green Sea is the junction with State 9 (*see Tour 21a*), which unites with US 701 to a point at 8 m.

At 24 m. is the junction with US 501 (*see Tour 13*), which unites with US 701 between this point and CONWAY, 28 m. (25 alt., 3,011 pop.), seat of Horry (O-ree) County, still sometimes called the Independent Republic of Horry. Always with a preponderantly white population, the county is an anomaly in Low Country development. Early settlers came from North Carolina to work in lumbering operations and the naval stores industry. Hemmed in by swamplands, the inhabitants were connected with the outside world only by the rivers down which they shipped their logs and turpentine to the coast. In their remoteness they were forced to subsistence farming, and developed a spirit of independence that is today a powerful factor in their success with new crops. Horry-ites are among the rare folk who deliberately live within their means. A house may be built one room at a time, but the owner-occupants are happily secure because that one room is paid for. Few farms are operated by tenants.

Nowadays Horry is among the most progressive counties in the State, with its fertile fields of tobacco, truck crops, melons, and strawberries. Where oxcarts used to labor through sandbeds and swamplands, trucks and trailers speed over paved roads with produce for eastern markets. Between 1910 and 1930, illiteracy here decreased from 24 to 12 per cent. Eagerness of the citizens to advance is only equaled by determination to pay as they go. With neither a tradition of 'culture' nor a burden of debt, they are able to start square and progress.

Conway is the principal port for Waccamaw traffic, in which lumber still dominates. Between Waccamaw River and Kingston Lake, the little town rises around the city hall. The one- or two-story commercial buildings are similar to those in other small Southern towns except in their display of fishing tackle, hunters' outfits, and beach costumes. Old time fishermen and their bateaux may be hired by visitors, but



many are the secret jibes cast at the catalog fisherman who comes from the city with newfangled gadgets to which the Waccamaw fish are not accustomed. Wise-eyed oldsters act as guides to hunters; quail, doves, turkeys, duck, and deer find it hard to escape the folk who know their habits and feeding grounds. With kerosene lamps and boxes of snuff are sold bathing suits of latest style—an innovation inspired by Myrtle Beach and other neighboring resorts.

Though Conway (as Kingston) was established on land granted by George II of England, it was for decades hardly more than a river wharf. In 1801 it became Conwayborough, honoring General Robert Conway to whom the State made a grant overlapping the town site. The suffix was dropped about 1881. The greatest spurt of growth occurred in 1854 when Burroughs and Collins, with headquarters on the river, bought extensive timberlands, built lumber plants, organized a bank, established boat service to Charleston, and built a railroad.

Already the old courthouse, now CONWAY CITY HALL, Main St., had been erected by Russell Warner after designs by Robert Mills. Above a high basement is a simplified Greek Doric portico flanked by twin stairs. The much larger brick courthouse built years later is on the edge of town. By 1858 the KINGSTON PRESBYTERIAN CHURCH had been erected on the banks of Kingston Lake to take the place of a little edifice abandoned in 1795. This second structure, frame with a shingled steeple rising above a portico with four small columns, is still in use. The lake, down a slight incline north of the business section, is Conway's beauty spot, its clear tea-colored waters surrounded by live oaks, hoary with moss; a driveway around its shore is bordered with shrubs, azaleas, and other bright flowering plants.

There are few old mansions here, because development did not begin in earnest until after the plantation era. Some substantial houses with gables, towers, and bay windows hark back to the prosperous

nineties, but later residences are of restrained design. Many pieces of excellent furniture adorn these homes, a number having come from a local establishment that makes good reproductions of early pieces. The cabinetmaker who operates the business has a love of his work that turns manual labor into an art.

In Conway is the junction with US 501 (see Tour 13).

TODDVILLE, 32.8 m. (25 pop.), small country village formerly on the Waccamaw River, was once a busy port for river traffic.

At 33.7 m. is the junction with a dirt road.

Left on this road 2.3 m. to the old Conway-Georgetown road; L. here 0.5 m. to UPPER MILL, scene of the first Buck lumber camp. In 1830, Henry Buck, for whose shipbuilding family Bucksport, Maine, was named, came here to exploit the extensive forests of yellow pine along the Waccamaw. He built several sailing ships, carried on trade with his New England home, was a slave owner, and successively established three lumber camps on the west bank of the Waccamaw. The unpainted three-story frame BUCK HOUSE has a gable roof and large chimneys at each end. The old outhouses (L) remain and from a clump of trees near by rises the round 40-foot smokestack of the old lumber mill, topped with a fish for a weather vane. Smooth 'Belgian blocks' reinforcing the riverbank in front of the house are believed to have been ballast, unloaded from trade ships when lumber was taken aboard as cargo. About 150 yards west is the slave burial ground, still in use. Several graves are marked by wooden headpieces with slate inserts, inscribed in Spencerian script by a former mistress.

At 3.1 m. on the Conway-Georgetown Road is the junction with a dirt road; L. here 0.6 m. to BUCKSVILLE, whose chief landmark is the red brick smokestack high above the trees. As late as 1892 there was a thriving settlement here. Soon afterward, with the timber gone, the people moved away. Acquisitive visitors carried off the lumber and bricks of which houses and stores were built. Now there is not even the outline of a street in the groves.

Here the Intracoastal Waterway (see Tour 11a) comes in from the east to follow the Waccamaw.

The YAUHANNAH CAUSEWAY AND BRIDGE, 39.5 m., about two miles long, spans the Pee Dee River. A fort and trading post, Euhanie, was established on the riverbanks by pre-Revolutionary traders.



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